

IN THE CLAIMS:

Cancel Claims 8-10 and 19-24 without prejudice.

Please amend Claims 1-7, 11-14, 16-18, 25 and 27 as follows and add Claims 28-30:

1. (Currently amended) Spring element of claim 27 with a hydropneumatic strut to be positioned between the bogie and the body of the rail car, with the strut enclosing a sliding piston in a cylinder, whereby the piston or the cylinder can be connected with the bogie and the other component can be connected with the body, and the cylinder piston space is connected with a hydraulic accumulator, characterized by the fact that wherein the hydropneumatic strut has a hydraulic height regulator valve or a height sensor connected or connectable with a feedback loop, by means of which the position of the piston in the cylinder can be adjusted or determined.

2. (Currently amended) Spring element according to claim 1, characterized by the fact that the height regulator valve and the height sensor have wherein the feedback loop is a mechanical feedback loop that emits a signal, exclusively or also, in the a strut adjustment area, which said signal is dependent on the position of the piston.

3. (Currently amended) Spring element according to claim 2, characterized by the fact that wherein the mechanical feedback loop emits, exclusively in the strut adjustment area, a signal dependent on the position of the

piston, while the position of the mechanical feedback loop remains constant above and below the adjustment area.

4. (Currently amended) Spring element according to claim 1,  
~~characterized by the facts that~~ wherein the piston has a lug with at least some conical sections, and ~~that the height regulator valve and the height sensor have~~ the feedback loop is a mechanical feedback ~~to~~ loop that comes into contact with the surface of the lug at least in the conical area and undergoes a deflection dependent on the position of the lug.

5. (Currently amended) Spring element according to claim [[1]] 27,  
~~characterized by the facts that~~ wherein a bore extending in ~~the~~ a longitudinal direction of the cylinder is positioned in ~~the~~ a cylinder head, and ~~that the~~ mechanical feedback loop of the height regulator valve or the height sensor is located in a bore extending perpendicular thereto in the cylinder head.

6. (Currently amended) Spring element according to claim [[1]] 27,  
~~characterized by the facts that~~ an wherein the auxiliary spring is integrated into the strut in such a manner that the auxiliary spring does not increase the length of the strut.

7. (Currently amended) Spring element according to claim 6,  
~~characterized by the fact that~~ wherein the auxiliary spring and the strut are arranged concentrically and that the auxiliary spring encloses the strut cylinder.

8. (Cancelled)

9. (Cancelled)

10. (Cancelled)

11. (Currently amended) Spring element according to claim 1,  
~~characterized by the presence, for the purpose of wheel wear equalization, of~~  
further comprising an adjustment unit, aligned with the strut, that can be height adjusted in the direction of movement of the strut and which is supported on the strut piston or strut cylinder.

12. (Currently amended) ~~Spring element according to claim 11,~~  
~~characterized by the fact that~~ Spring element with a hydropneumatic strut to be positioned between a bogie and a body of a rail car, with the strut enclosing a sliding piston in a cylinder, whereby the piston or the cylinder can be connected with the bogie and the other of the piston and cylinder can be connected with the body, and a cylinder piston space is connected with a hydraulic accumulator,  
wherein the hydropneumatic strut has a hydraulic height regulator valve or a

height sensor connected or connectable with a feedback loop, by means of  
which the position of the piston in the cylinder can be adjusted or determined,  
wherein the spring element includes an adjustment unit, aligned with the strut,  
that can be height adjusted in the direction of movement of the strut and which is  
supported on the strut piston or strut cylinder, and

wherein the adjustment unit includes a piston introduced into a hydraulic  
cylinder, height-adjustable in the direction of movement of the strut, and  
supported on the strut piston or strut cylinder.

13. (Currently amended) Spring element according to claim 12,  
~~characterized by the presence of comprising~~ an equalizer pendulum one end of  
which is connected with the strut piston and the other end of which is connected  
with the hydraulic cylinder piston, the ends of the equalizer pendulum being  
spherical, to facilitate a movement of the strut crossways to the direction of  
movement of the piston.

14. (Currently amended) Spring element ~~of claim 27 with a~~  
~~hydropneumatic strut to be positioned between the bogie and the body of the~~  
~~rail car, the strut having a sliding piston in a cylinder, whereby the piston or the~~  
~~cylinder can be connected with the bogie and the other component can be~~  
~~connected with the body, and the piston area of the cylinder is connected with a~~  
~~hydraulic accumulator, characterized by the presence of comprising~~ an  
adjustment unit, aligned with the strut, that can be height adjusted in the

direction of movement of the strut and which is supported on the strut piston or the strut cylinder.

15. (Canceled).

16. (Currently amended) Spring element of claim 27 with a hydropneumatic strut to be positioned between the bogie and the body of the rail car, with the strut having a sliding piston in a cylinder, whereby the piston or the cylinder can be connected with the bogie and the other component can be connected with the body, and the cylinder piston area is connected with a hydraulic accumulator, characterized by the presence of another spring element that is aligned with the strut and which engages independent of the position of the strut piston.

17. (Currently amended) Spring element according to claim 16, ~~characterized by the fact that wherein~~ the additional spring element is designed as a coil spring or a rubber spring.

18. (Currently amended) Spring element according to claim 16, ~~characterized by the presence of comprising~~ an end-stop element designed to travel longitudinally in the direction of movement of the piston in the cylinder and by means of which the end position of the piston in the cylinder can be changed.

Claims 19 to 24. (Cancelled)

25. (Currently amended) Spring element of claim 27 comprising ~~with a~~ hydropneumatic strut to be positioned between the bogie and the body of the rail car, ~~with the strut having a sliding piston in a cylinder, whereby the piston or the cylinder can be connected with the bogie and the other structural component can be connected with the body, and the piston area of the cylinder is connected with a hydraulic accumulator, characterized by the presence of an end-stop element that is designed to slide longitudinally in the direction of movement of the piston and by means of which the end position of the piston in the cylinder can be changed.~~

26. (Canceled)

27. (Currently amended) Spring element with a hydropneumatic strut to be positioned between ~~the~~ a bogie and a body of a rail car, with the strut enclosing a sliding piston in a cylinder, whereby the piston or cylinder can be connected with the bogie and other component of the piston and the cylinder with the body, and a cylinder piston space is connected with a hydraulic accumulator, wherein

the spring element comprises an auxiliary spring which is concentrically arranged with the strut, encloses the strut cylinder, and is preloaded by a hydraulic cylinder which is connected with the strut cylinder piston space.

28. (New) Spring element according to Claim 1, wherein said height sensor or valve (50) is positioned above said piston (30) and in a cylinder head (44) mounted upon said cylinder (40).

29. (New) Spring element according to Claim 29, wherein said height sensor or valve (50) comprises a displacement indicator (52) arranged therein to be movable substantially horizontally.

30. (New) Spring element according to Claim 29, wherein said cylinder head (44) comprises an upwardly-extending bore (46) and said piston (30) comprises a lug (32) extending upwardly therefrom and having a conically-tapering upward end (34) arranged to be movably mounted within said bore (46), such that during operation, said displacement indicator (52) calipers a surface of said conically-tapering end (34) of said lug (32).